

NATIONAL HEADQUARTERS
CIVIL AIR PATROL
500 FIFTH AVENUE
NEW YORK 18, NEW YORK

1 August 1944

Subject: Operations Directive No. 40 - "AAF Liaison-Type Airplanes
Allocated to CAP Aviation Cadet Recruitment Program"

To: All Unit Commanders

1. Enclosed are copies of subject Operations Directive No. 40, issued under date of 1 July 1944, which supersedes Operations Directive No. 40 of 1 December 1943.

2. Distribution of this Operations Directive has been delayed as paragraphs 20 b and 21 b, pertaining to equipment, accessories, engines, repair and replacement parts, and maintenance and repair of subject AAF liaison-type aircraft, are based upon provisions of revised AAF Regulation No. 65-63. It was expected that this revised regulation would be available by 1 July 1944. However, information has this date been received from Headquarters AAF that, while the revision is in final draft form, it will not likely be available for distribution for at least another two weeks.

3. Therefore, revised Operations Directive No. 40 is now being distributed with the specific understanding that the provisions of paragraphs 20 b and 21 b, pertaining to equipment, accessories, engines, repair and replacements parts, and maintenance and repair for AAF aircraft allocated to CAP, will become effective only upon publication of revised AAF Regulation No. 65-63. Copies of the revised regulation will be forwarded to all unit commanders as soon as available.

By direction of Colonel JOHNSON, National Commander:

Harry H. Blee
HARRY H. BLEE
Colonel, Air Corps
Operations Officer

Incl
OD-40

RECORDS MANAGEMENT DIVISION
CAP-USAF

R E S T R I C T E D

NATIONAL HEADQUARTERS
CIVIL AIR PATROL
500 FIFTH AVENUE
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Enter -

Operations Directive)
No. 40)

1 July 1944

AAF LIAISON-TYPE AIRPLANES ALLOCATED TO
CAP AVIATION CADET RECRUITMENT PROGRAM

(This Operations Directive supersedes Operations Directive No. 40,
1 December 1943.)

1. General

Pursuant to action by Headquarters Army Air Forces, a number of Army liaison-type aircraft have been allocated to Civil Air Patrol for exclusive use in the Cadet and WAC Recruitment Program. The following instructions pertinent to the continued use of these airplanes will be rigidly observed and violations will result in withdrawal of the airplanes from the units responsible. It will be the duty of each Wing Commander to keep all Army aircraft which are allocated to his Wing usefully employed in said Recruitment Program and in circulation throughout the Wing in such manner as best to meet the requirements of this program.

2. Authorized Use

a. The use of said airplanes will be restricted to the following:

(1) Official flights necessary for the organization and conduct of the Cadet and WAC Recruitment Program.

(2) Free orientation flights of not to exceed fifteen (15) minutes duration for personnel of the following categories: -

(a) Air Corps Enlisted Reservists enlisted for air combat crew training, (b) prospective Air Corps Enlisted Reservists who have executed the "Application for Air Combat Crew Training", and (c) CAP Cadets who have executed the oath presented in the "Application for Membership in Civil Air Patrol Cadets" and who have attained their sixteenth birthday. Applicants and prospective applicants for enlistment in the WAC will under no circumstances be permitted to engage in flights in said aircraft.

(3) Transfer of aircraft from one CAP unit to another.

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(4) Transportation of CAP personnel to points where they will engage in activating new cadet units or in giving mental screening tests to cadet applicants.

(5) Reviews and inspections of Cadet units.

(6) Special CAP emergency flights made necessary by major disasters, such as floods, explosions, or fires, when specifically authorized in writing (teletype, telegraph, or letter) by National Headquarters.

(7) Other special official missions when specifically authorized in writing by National Headquarters.

(8) Necessary flights to AAF activities for fuel and oil; repair and maintenance service, and special equipment.

(9) Pilot-check flights in which certificated CAP pilots are checked out by certificated flight instructors or by certificated CAP pilots qualified to act as check pilots.

b. Under no circumstances will said airplanes be used for flight instruction purposes, nor will they be used in the performance of search missions.

c. The use of each such aircraft will be confined to the area over which the CAP Wing to which it is assigned has jurisdiction. No flights will be made outside of said areas without written authorization from National Headquarters, excepting necessary flights to AAF activities as provided in the foregoing sub-paragraph a (8).

d. None of said aircraft will be diverted for the use of the Wing Staff, for the use of any one unit, or for the use of any limited group of members.

3. Safety of Operations

a. Strictest safety standards as to flight operations and procedures will be observed at all times, and either the commanding officer, the operations officer in charge, or the pilot may cancel any flight in the interest of safety.

b. All flight operations will be limited to daytime contact flying, and no flights will be conducted under instrument conditions.

c. Under no circumstances will said aircraft be flown acrobatically.

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d. Dual controls will be removed or rendered inoperative at all times except during pilot-check flights when both a certificated CAP pilot and a certificated flight instructor or certificated CAP pilot qualified to act as check pilot are in the airplane.

4. Observance of Regulations

All flying will be done in strict accordance with the requirements of (a) the Civil Air Regulations, (b) special clearance and flight regulations of the Army Air Forces and the Civil Aeronautics Administration, (c) Civil Air Patrol directives, and (d) local regulations.

5. Responsibility

Parachutes -
Each Wing Commander will be responsible to the Army Air Forces (through National Headquarters, CAP) for all AAF airplanes, their parts, and all equipment pertaining thereto, including parachutes, whether fixed as a part of the airplane or detachable therefrom, issued to or in possession of his Wing, regardless of whether same may be covered by a written receipt. His responsibility is in no way mitigated when delegated by him to other personnel of his command. He will not be relieved of such responsibility until he has received a credit receipt for the aircraft and equipment pertaining thereto from an authorized source, such as a certifying officer of CAP who is acting under written instructions from National Headquarters, or an officer of an AAF activity competent to accept responsibility for said aircraft and equipment and issue receipt covering acceptance of same. The Wing Commander will delegate responsibility for such AAF equipment to his Supply Officers and through them to other personnel of his Wing as circumstances may dictate, holding them responsible to him in the same manner as he is held responsible to the Army Air Forces.

6. Allocation of Aircraft

Army aircraft, together with equipment pertaining to their use, allocated to Civil Air Patrol are the property of the War Department and are carried on the property records of the AAF issuing activity. Said aircraft and equipment are issued to CAP State Wing Commanders on Receiving and Accountability Report, AAF Form No. 103 by said AAF issuing activity on recommendation of National Headquarters and may be transferred from one CAP Wing to another only by obtaining: (1) written authorization for such transfer from National Headquarters and (2) a credit receipt from the Wing Commander gaining the aircraft to the Wing Commander losing same, in accordance with procedure shown in the foregoing paragraph 5. When aircraft are transferred from one Wing to another, such transfers will be reported to National Headquarters immediately on Gain and Loss Report in accordance with paragraph 23 hereof.

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7. Assignment to Wing Units RESTRICTED

a. Each Wing Commander will issue orders assigning the Army aircraft allocated to his Wing to the several units (Groups, Squadrons, or detached Flights) of the Wing in such manner as to insure their maximum productive use.

b. Prior to the transfer of said aircraft from one unit to another within a Wing or from one Wing to another, the Commanding Officer of the unit having possession, or an officer appointed by him, and the Commanding Officer of the unit taking possession thereof, or his authorized representative, will make a thorough line inspection of the aircraft in order to determine whether there has been compliance with all the provisions of paragraph 21 c hereof. An inventory of equipment will be made during this inspection and this inventory will be checked with the original inventory of equipment furnished with the aircraft on its initial delivery to the Wing, on AAF Form No. 103, entitled "Receiving and Accountability Report". This inventory will include parachutes.

c. The results of said inspection and inventory will be recorded on CAP Form No. 653, "Report of Daily Line Inspection of Aircraft" which form will be prepared in triplicate and signed by both parties making the inspection. Both the transfer of the aircraft and the items missing from the inventory will be evidenced in a receipt for the aircraft and a list of missing items executed in triplicate on the back of said inspection form. The unit relinquishing possession of the aircraft will forward one copy of this form to Wing Headquarters and retain one copy in its files; the other copy will be entered in the files of the unit taking possession of the aircraft.

8. Care and Protection RESTRICTED

The Commanding Officer of each CAP unit to which any of said AAF liaison-type airplanes are assigned will be responsible for the proper care and protection thereof. Said airplanes will be maintained in an airworthy condition and will be kept clean inside and out at all times. All equipment and accessories, including parachutes, will be maintained in accordance with AAF Regulations. Wherever possible, said airplanes will be housed in hangars. When it is necessary to park airplanes in the open, special care will be exercised to see that they are properly tied down in a protected area.

9. Designated Airports

Except in case of emergency, said AAF airplanes will be landed only at airports officially designated by CAA or at Army fields and will be operated only from such airports and fields.

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10. Army Air Bases

Except in case of emergency, none of these airplanes will be landed at any Army Air Base or Station without the written permission of the Commanding Officer thereof. When such permission is granted, the utmost care will be exercised to observe all local rules, to avoid interference with Army airplanes at the field, and to cooperate with personnel at the field in every way possible.

11. Operations Orders

The Operations Officer of the particular unit having jurisdiction, will issue operations orders covering each flight on which each such AAF aircraft is to be used. Said orders will state the purpose of the flight and will name each person in the aircraft, except in case of the local familiarization flights authorized in paragraph 2 a (2) hereof. In the case of such familiarization flights, one Operations Order will be issued covering the operation of each aircraft for one day for each location, the pilot or pilots only being named. Said order will be supplemented by a list of the names of the personnel carried on such flights.

12. Pilot Qualifications

a. Said AAF liaison type airplanes allocated to Civil Air Patrol will be flown exclusively by CAP pilots. None of these airplanes will be flown by members of the armed forces of the United States on active duty assignment. All CAP pilots assigned to fly said aircraft will be required to hold (1) currently effective Civil Aeronautics Administration Airman Certificates of the grade of Private Pilot, or higher, with rating records attached covering aircraft of at least 0-80 horsepower, and (2) currently effective Federal Communications Commission Restricted Radiotelephone Operator Permits.

b. In addition to the foregoing requirements, CAP pilots assigned to fly said aircraft will be required to have officially logged a minimum of 150 hours of solo flight time, including not less than 50 hours on cross-country flying, at least 10 hours of which flight time will have been flown in the preceding six months.

c. No pilot will be permitted to fly said aircraft who has not been given a pilot-check flight therein by a certificated flight instructor or by a certificated CAP pilot qualified to act as check pilot and who has not been passed by said instructor or check pilot as qualified for such operations.

d. CAP pilots and other CAP personnel will wear the official CAP uniform at all times when operating or carried in said Army aircraft.

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13. Flight Characteristics of Aircraft

Attention is directed (a) to the fact that many of said airplanes are equipped with "spoilers" to be used for steepening the angle of glide for making landings in restricted areas and (b) to the serious consequences that might result from the improper use of this device. Attention is also directed to the fact that the flight characteristics of these airplanes are quite different from the flight characteristics of their commercial prototypes. This difference is due largely to increased total weight. All pilots assigned to fly these airplanes will be impressively warned in regard to these matters.

14. Flight Assignments

No pilot will be assigned to any particular mission which, in the opinion of the Unit Commander, he is not fully qualified (by physical condition, skill, and experience) to perform; nor will any airplane be assigned to any such mission if, in the opinion of the Unit Commander, said airplane is not air-worthy, properly equipped, or otherwise qualified for the successful performance of the mission.

15. Passengers and Passenger Waivers

a. No persons other than the following will be carried as passengers in subject aircraft:

- (1) Air Corps Enlisted Reservists enlisted for air combat crew training.
- (2) Prospective Air Corps Enlisted Reservists who have executed the "Application for Air Combat Crew Training".
- (3) CAP Cadets who have executed the oath presented in the "Application for Membership in Civil Air Patrol Cadets" and who have attained their sixteenth birthday.
- (4) CAP members actively engaged in the Cadet and WAC Recruitment Program.
- (5) Members of the armed forces of the United States on active duty assignment to Cadet and WAC recruitment.
- (6) Certificated flight instructors engaged in pilot-check flights or qualified certificated CAP pilots serving as check pilots on such flights.

b. All said Air Corps Enlisted Reservists, prospective Air Corps Enlisted Reservists, and CAP Cadets carried on orientation flights, and any non-CAP flight instructors engaged in pilot-check flights will be required to execute the prescribed AAF Release Form (See attached sample), except that in case of a minor, said form will be executed by the cadet or cadet applicant and by parent or guardian authorizing participation in such flight. No change will be made in the context of the Release Form, however, in making up copies, provision may be made for the signature of the parent or guardian.

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c. Accurate records will be kept in duplicate of all passengers carried in said aircraft for use in preparation of reports required by paragraph 24 hereof.

16. Use of Parachutes

Insert into Norm, in R. for same, to be inserted and gain this supply who will then turn out to NCAAD original place of issue -

Each airplane will be provided with two parachutes, preferably of the lap or back type, so far as same may be available, and the pilot and passenger will wear said parachutes on all flights when, in the opinion of the Commanding Officer having jurisdiction, the use of said equipment is practicable in case of emergency.

17. Radio

a. Subject AAF liaison-type aircraft are equipped with (1) crystal-controlled RCA Model AFT-112A transmitters for operation on 3105 kilocycles and (2) RCA Model AVR-20A medium-frequency receivers. In addition, Satchell Carlson Model 591 receivers are furnished for covering the airways band of 200-400 kilocycles. No modification will be made in said radio units nor will any changes be made in the installation thereof except as specifically authorized or directed in writing by National Headquarters.

b. All transmissions will be brief, concise, and in accordance with CAP Radiotelephone Procedure Manual 34-9, dated 18 January 1944.

18. Airplane Markings

No markings or lettering of any kind will be placed on any of said airplanes other than official markings or lettering placed thereon by the Army Air Forces.

19. Operating Expenses

National Headquarters has no funds available for the payment of hangar rental or other expenses incident to the care, operation, and maintenance of said airplanes.

20. Fuel, Lubricants, Equipment, and Accessories

a. Fuel and lubricants used for said AAF liaison-type aircraft will be in accordance with specifications contained in AAF Technical Orders (Instruction Manuals) accompanying each aircraft. Such manuals will be carried in the data cases of said aircraft. Under no circumstances will said manuals be removed from the aircraft.

b. All fuel, lubricants, equipment, accessories, and engines required for the operation of subject aircraft in accordance with the provisions of this Operations Directive will be furnished by the Army Air Forces without charge as set forth in AAF Regulation No. 65-63.

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21. Inspection, Maintenance and Repair

a. All subject aircraft will be given a thorough line inspection by qualified CAP personnel prior to each day's operation. Such inspection will cover all applicable items listed on CAP Form No. 653, "Report of Daily Line Inspection of Aircraft", copy of which is attached hereto, which form will be used in recording report of each such inspection. Said reports will be made in single copy and will be retained as a permanent record in the files of the CAP units operating the aircraft.

b. Said aircraft will be maintained and repaired by the Army Air Forces without charge and in accordance with applicable technical orders, all as provided in AAF Regulation No. 65-63.

c. The Commanding Officer of any CAP unit having possession of any such aircraft is charged with the responsibility of seeing that same are thoroughly cleaned, in proper airworthy condition, and completely serviced and ready for operation before transfer to the next CAP unit to take possession thereof.

22. Aircraft and Engine Logs

Air Corps Forms 1 and 1A, "Flight Reports", carried in the data case of each AAF aircraft, will be accomplished in accordance with instructions for pilots and mechanics printed therein.

23. Aircraft Status Reports, Gains, and Losses

a. All Army aircraft gained through authorized allocation, or transfer, or lost through authorized transfer or to classifications listed in subparagraph (3) below under "losses", will be reported to National Headquarters by Wing Headquarters immediately after such gain or loss occurs, by airmail special delivery. For gains, these reports will show the following information:

- (1) AAF Type, Model and Series
- (2) AAF Serial Number
- (3) AAF or CAP organization and station from which gained
- (4) Date gained

For losses the following information will be shown:

- (1) AAF Type, Model and Series
- (2) AAF Serial Number
- (3) AAF or CAP organization and station to which lost, and type of loss (e.g. Missing, Class 26, Recommended Condemned, Recommended Survey).
- (4) Date of loss.

Examples:

GAINS - 1

L-2M 43-25782 from New York Wing 12-15-43

10/1/44 all papers forwarded to Major Bureau, in Washington D.C.

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LOSSES - 1

L-2M 43-25754 Recommended Survey 12-17-43

24. Operations Reports

Wing Headquarters will complete in full and submit a monthly operations report, CAP Form #40-1, to National Headquarters as of the close of operations on the last day of each month. These reports will be mailed to reach National Headquarters not later than the 7th day of the succeeding month. Said reports will list each of the Army liaison-type airplanes in the possession of the Wing, giving the AAF type, model, series, and serial number of each. They will show all data concerning the operations for each such aircraft for the monthly period covered, together with all other information indicated on the prescribed report form. All aircraft will be reported regardless of whether flown.

*reliefed him 11/2/44 by phone.*25. Accident Reports

a. In cases of accidents in connection with the operation of said AAF liaison-type aircraft resulting in fatalities or major injuries, or in major damage to private property, or involving structural damage to aircraft and/or engine, when such damage will prevent normal operation of aircraft and such normal operation cannot be restored by the replacement of minor components, the Unit Commander or the officer acting for him will immediately notify National Headquarters by telegraph or telephone. Such notification will include a brief resume of available information, together with the AAF type, model, series, and serial number of the airplane and the name and serial number of the pilot and of any other personnel involved. National Headquarters will be similarly advised of any subsequent important developments incident to such accidents, as circumstances may dictate.

b. Base Operations of the nearest AAF activity will be notified immediately by telephone or telegraph, stating the exact location and the nature of the accident involving Army aircraft and requesting that an investigating officer be dispatched to the scene of the accident. Complete details of the accident will be supplied and full cooperation given to the AAF Investigating Officer and the AAF activity he represents. Instructions from this source will be followed as to the immediate disposition of the aircraft.

c. AAF Form No. 14, "Report of Aircraft Accidents", obtainable from the AAF activity, will be accomplished in reporting any accident involving said aircraft and will be submitted to National Headquarters within ten (10) days following date of accident.

d. The nearest Branch Office or Sub-Office of the Civil Aeronautics Board (See attached list) will also be notified immediately by telephone or telegraph or by sending word through the nearest CAA communications station, stating the exact location and the nature of the accident and requesting that an investigator of the CAB Safety Bureau be sent to make an investigation of the accident. Arrangements have been made for the Safety Bureau investigators to assist the local CAP Accident Investigation Boards in every way possible.

no personnel involved - 9 -

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e. In addition to AAF Form No. 14, the provisions of Operations Directive No. 26, this Headquarters, 1 December 1942, "Accident Reports - CAP Operating Bases and Stations", will be accomplished and a complete CAP Accident Board Report submitted to this Headquarters through channels.

f. Aircraft will be kept under guard until removed from the scene of the accident or until taken over by military authorities.

26. War Civilian Security Program

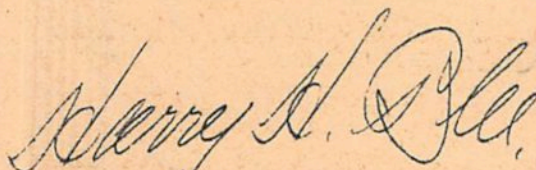
CAP members injured in line of duty incident to authorized operations of said aircraft are covered by the War Civilian Security Program (WCSP), as set forth in General Memorandum No. 61-B, "Insurance Information". This program affords payments covering medical care and also certain disability and death benefits. Such benefits are in the form of monthly cash payments with a maximum of \$85.00 per month. This protection includes cadet members who have attained their sixteenth birthday carried as passengers on authorized orientation flights.

27. Penalties

a. All said AAF liaison-type airplanes will be operated and maintained in strict accordance with the provisions of this directive. Failure to comply with these provisions, including failure to submit required reports in the manner and by the dates specified, will result in immediate grounding or withdrawal of all such aircraft assigned to the CAP unit concerned, and in proper disciplinary action against members involved.

b. Continued violations within a Wing will result in the withdrawal of all such AAF aircraft assigned thereto.

By direction of National Commander JOHNSON:



HARRY H. BLEE
Colonel, Air Corps
Operations Officer

3 Incls
Release Form
CAP Form 653
List CAB Contacts

R E L E A S E

(Place)

(Date)

KNOW ALL MEN BY THESE PRESENTS that, whereas, I,

(Full Name)

am this date about to take a flight or flights AS A PASSENGER in certain Army aircraft; AND WHEREAS, I am doing so entirely upon my own initiative, risk and responsibility; NOW, THEREFORE, in consideration of the permission extended to me by the United States through its officers and agents to take said flight or flights, I do hereby for myself, my heirs, executors and administrators, remise, release and forever discharge the Government of the United States, and all its officers and agents, acting officially or otherwise, from any and all claims, demands, actions, or causes of action, on account of my death or on account of any injury to me which may occur by reason of said flight or flights.

The term "flight or flights" as used herein is understood and agreed to include the preparation for, continuation, and completion of flight or flights as well as all ground and flight operations incident thereto. It is further understood and agreed that this release, among other things, extends to and includes negligence, faulty pilotage, and structural failure of the aircraft thereof.

The execution hereof does not operate to waive any statutory right conferred by act of Congress.

(Signature)

(Witness)

(Witness)

(Witness)

(Name of person to be notified
in emergency)

(Ads of person to be notified
in emergency)

The signed release will be retained in the permanent files of the station or organization.

CIVIL AIR PATROL

(Name of Patrol or Station) No. _____

(Location) _____

(Date) _____, 19____

REPORT OF DAILY LINE INSPECTION OF AIRCRAFT

NOTE.--Complete line inspection as covered by this report shall be made of all aircraft in operation at the Base or Station at least once each day and, if practicable, before each flight mission. Check satisfactory items and give information on all irregularities.

General Data

Make of aircraft _____ Model _____ NC No. _____

Make of engine _____ Model _____ H.P. _____

Owner _____ Time on aircraft since 25-hour

check _____; since 100-hour check _____; since major overhaul _____

Time on engine since top overhaul _____; since major overhaul _____

Line Inspection

A. Propeller:

1. Inspect blades for cracks, nicks, and pits.....
2. Inspect hub and attachments carefully.....
3. Check propeller for track.....

B. Engine:

1. Inspect engine cowling for cracks and security.....
2. Inspect exhaust stack and ring for cracks and security.....
3. Check sparkplug terminals for tightness and cleanliness.....
4. Inspect accessible ignition wiring and harness for security.....
5. Check fuel and oil systems for leaks, vents, fit of caps.....
6. Check fuel and oil supply (do not rely on gauges).....
7. Check all bolts and nuts on engine and mount.....
8. Check with propeller for compression on each cylinder.....
9. Check heater muffs.....

C. Landing Gear:

1. Inspect tires for defects and proper inflation.....
2. Inspect wheels for cracks and distortion, hub caps for security.....
3. Inspect strut retaining bolts and fittings for security.....
4. Inspect brace wires for tension and security.....

D. Wings:

1. Inspect ribs for buckling, end bows, and covering.....
2. Inspect attachments, fittings for security.....
3. Check struts and flying wires for security of terminal connections.....

4. Check aileron hinges, pins, horns, and tabs.....
5. Inspect accessible control cable, tubes, and pulleys for security.....

E. Control Surfaces:

1. Check control surface hinges, pins, horns, and tabs.....
2. Check stabilizer adjustment and assembly mechanism.....
3. Check tail wheel assembly for condition and lubrication.....

F. Fuselage:

1. Inspect covering for damage and distortion.....
2. Inspect control column assembly and accessible parts of control system for freedom of movement and security of attachments.....
3. Check fire extinguisher and first aid kit.....
4. Check stabilizer for freedom of movement.....
5. Check proper operation of quick-release mechanisms of doors...
6. Check proper operation of lighting system.....
7. Inspect safety belts for security.....
8. Clean all windows.....

G. Radio:

1. Inspect antenna and connections.....
2. Inspect battery and connections.....

H. Signal Lights:

1. Check proper operation of signal lights.....
2. Check spare light globes.....

I. Armament:

1. Inspect ordnance mounts, racks, and release mechanisms.....
2. Inspect ordnance for proper installation and safety keys.....

J. Emergency Equipment:

1. Check flotation gear.....
2. List and check other emergency equipment carried.....

K. Inspection completed at _____ (24-hour clock).

Inspected by _____

Title _____

Approved for flight by _____

Title _____

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ADDRESSES OF BRANCH OFFICES AND SUB-OFFICES
SAFETY BUREAU, CIVIL AERONAUTICS BOARD

REGION I - New York Branch Office

Room 210, Hangar No. 6
P. O. Box 486 (Mailing Address)
LaGuardia Field, New York
Telephone: Havemeyer 9-4243

Pittsburgh Sub-Office

Allegheny County Airport
Pittsburgh, Pennsylvania
Telephone: Homestead 7676

REGION II - Atlanta Branch Office

CAA Bldg., Rooms 111, 113, 115
P.O. Box 720 (Mailing Address)
Municipal Airport
Atlanta, Georgia
Telephone: Calhoun 4577

REGION III - Chicago Branch Office

6422 South Central Avenue
Chicago 38, Illinois
Telephone: Portsmouth 8430

Minneapolis Sub-Office

Wold Chamberlain Field
Minneapolis 6, Minnesota
Telephone: Drexel 8944

Detroit Sub-Office

20300 Oakwood Blvd.
Ford Airport
Box 106 (Mailing Address)
Monroe Blvd. Station
Dearborn, Michigan
Telephone: Dearborn 3688

REGION IV - Fort Worth Branch Office

P. O. Box 1689
Fort Worth 1, Texas
Telephone: 6-2141,
Ext. 50

REGION V - Kansas City Branch Office

City Hall Building
Kansas City, Missouri
Telephone: Harrison 0110
(Private phone: Grand 2043)

Denver Sub-Office

Room 409
City & County Bldg.
Denver 2, Colorado
Telephone: Keystone 1430

REGION VI - Santa Monica Branch Office

1505 Fourth Street
Santa Monica, California
Telephone: S. M. 42270

Reno Sub-Office

Room 16, Fordonia Bldg.
36 E. Second Street
Reno, Nevada
Telephone: 3380

REGION VII - Seattle Branch Office

King County Airport
Seattle 8, Washington
Telephone: Lander 0751

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